

<b>Key Decision</b>	<b>Yes</b>
<b>Listed on Forward Plan</b>	<b>Yes</b>
<b>Within Policy</b>	<b>No</b>
<b>Policy Document</b> .....	

## GOVERNMENT CONSULTATION PAPER ON ECO-TOWNS

Contact Officer: Ian Haynes, Chief Spatial Planner (01908 254777)

### 1. Purpose

- 1.1 To agree the Council's response to the consultation paper from Communities and Local Government (deadline for comments: 30 June 2008).

### 2. Recommendations

- 2.1 That the Council's response to the CLG consultation paper on Eco-towns, as set out in **Annex A**, be approved.

### 3. Issues and Choices

#### Background

- 3.1 The government is proposing that 10 "Eco-towns" should be developed in England with the first schemes starting to be built in 2010. The Eco-town concept is a response to the need to address the threat of climate change, the need for more sustainable living, and the need to increase the supply of new housing, particularly affordable housing.
- 3.2 In July 2007, CLG published the Eco-town prospectus and invited bids from landowners and developers. 57 bids were submitted for locations all over the country. From these bids, CLG have produced a shortlist of 15 schemes and set out key criteria that Eco-town proposals must meet. They are inviting comments on the locations, the criteria, and the benefits that Eco-towns can offer.
- 3.3 The key criteria of an Eco-town are:

- (a) They must be separate settlements, not urban extensions, additional to existing plans with between 5,000 - 20,000 new homes
- (b) The town as a whole should be “zero carbon” and each one should be an exemplar in at least one area of environmental sustainability. The consultation paper defines “zero carbon” as “over a year, the net carbon emissions from all energy uses from buildings in the development are zero”
- (c) They should provide a good range of facilities including secondary school, medium scale retail centre, business space, leisure facilities
- (d) There should be 30-50% affordable housing, with a mix of tenures and an emphasis on larger family homes
- (e) A management body should be set up to help develop the town, support people and businesses, coordinate service delivery, and manage facilities

3.4 Eco-towns are intended to be additional to the level of housing development already committed through the planning system in Regional Spatial Strategies, Local Plans and Local Development Documents.

Location of the Eco-town proposals

3.5 None of the 15 potential locations for Eco-towns are in Milton Keynes Borough, nor were any of the 42 unsuccessful bids. However, there are proposals that would have implications for the Borough:

- (a) Two overlapping proposals in the Marston Vale, in Mid Bedfordshire, between M1 Junction 13 and Bedford;
- (b) One in Oxfordshire called “Weston Otmoor”, near Bicester, which adjoins the proposed East West Rail route between Oxford and Milton Keynes.

3.6 For brief details of the scale and location of these proposals, see **Annex B**.

The planning process for Eco-towns

3.7 The next stages of the process are:

- (a) **Further detailed assessment of the 15 proposals by CLG.** This stage will include challenge from an expert panel, and partnership agreements with host local authorities, as a basis for funding necessary further work.
- (b) **Consultation on a draft Planning Policy Statement (PPS) on Eco-towns, starting in July 2008.** The draft PPS will include a sustainability assessment of the 15 potential locations “tested against reasonable alternatives”, and a “refined” list of 10 locations. The deliverability and affordability of projects will also be assessed. The

final list of 10 locations could include sites not currently in the shortlist of 15.

- (c) **A final version of the PPS in autumn 2008.** This will set out criteria for assessing planning applications for Eco-towns.

3.8 The consultation paper states that once the locations for Eco-towns have been decided, Regional Spatial Strategies may have a role to play in determining their ultimate size.

#### Consultation

3.9 The consultation paper and the potential implications for Milton Keynes have been discussed during May by the MKC / MKP Joint Delivery Teams and Programme Management Board; the Cross Boundary Officer Group<sup>1</sup>; the Bucks Planning Officers' Group; and the East West Rail Consortium of local authorities. Their comments are reflected in the proposed response to the consultation paper attached as **Annex A**.

3.10 The promoters and planning consultants for the Marston Vale scheme presented their proposals to a meeting of the LSP Planning Task Group on 19 May. The promoters of both schemes in the Marston Vale also attended a question and answer session on 10 June with officers from the Bedfordshire local authorities, at which the Council was also represented. This was organised by officers from the East of England Regional Assembly.

3.11 Internet links to the committee reports of the South East England Regional Assembly (SEERA), Milton Keynes Partnership Committee and Mid Bedfordshire District Council are included in the section on 'Background Papers' at the end of this report. These reports include the following key points relevant to the Council's response:

- (a) SEERA consider that the Western Otmoor proposal is "likely to be inconsistent with the spatial strategy and would probably undermine the ability to deliver agreed spatial and economic priorities in the sub regional area" (the site is partly Green Belt and the proposal would undermine the continued development of the nearby town of Bicester).
- (b) SEERA consider that the Marston Vale proposal may divert resources away from other planned developments in the area. They are also concerned about the deliverability of necessary infrastructure. They would like to see the proposal considered at greater length as part of a review of the Milton Keynes and South Midlands Sub-Regional Strategy.
- (c) MKP are concerned about the impact of the proposals on (amongst other things) the East West Rail project.

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<sup>1</sup> MKC; MKP; Aylesbury Vale District Council; Buckinghamshire County Council; Mid Bedfordshire District Council; Bedfordshire County Council

- (d) The Bedfordshire local authorities would like to see a comprehensive strategy for the Marston Vale, rather than competing Eco-town bids for different parts of the area. Mid Bedfordshire District Council will be calling for a further study, similar in scope to the MK2031 study, to assess the implications of an Eco-town in the Marston Vale.

#### The Council's response

3.12 A proposed response to the consultation paper is set out in Annex A to this report. The approach is to identify areas that should be considered as part of the further detailed assessment for the Eco-town proposals, particularly those in Bedfordshire. In summary, these cover the following topics:

- (a) The Eco-town process: concerns about the timetable and lack of opportunity for democratic involvement.
- (b) Transport: assumptions about car use within and beyond the Eco-towns
- (c) Transport: links to major centres and "higher order" facilities not available within the Eco-towns
- (d) East West Rail (including Weston Otmoor as well as the Marston Vale proposals): do the proposals support or frustrate the strategic objective of an east-west inter-regional rail service?
- (e) Delivery: the impact on the timetable for the growth of Milton Keynes
- (f) Infrastructure: the need to secure financial contributions to improvements required outside the Eco-towns
- (g) Sustainable homes: standards in the Eco-towns and Milton Keynes
- (h) Engagement: the importance of continuing to involve local authorities in the surrounding area in those proposals that make the final list
- (i) Housing: the scope for innovation
- (j) Information technology: setting the standard
- (k) Green infrastructure
- (l) Integration: the case for a single proposal in the Marston Vale and a wider strategic assessment of its impact and implications.

## 4. **Implications**

#### 4.1 Policy

The Eco-town proposals are intended to be additional to development already committed in existing planning policy documents such as the Regional Spatial Strategies (RSS) etc. Government ministers have said that the housing proposed in an Eco-town will count towards the increased housing targets that the government will be seeking in the next round of full or partial reviews of RSSs such as the South East Plan (which includes Oxfordshire) and the East of England Plan (which includes Bedfordshire)

#### 4.2 Resources and Risk

None

<table border="1"><tr><td>N</td></tr><tr><td>N</td></tr></table>	N	N	Capital	<table border="1"><tr><td>N</td></tr><tr><td>N</td></tr></table>	N	N	Revenue	<table border="1"><tr><td>N</td></tr><tr><td>N</td></tr></table>	N	N	Accommodation
N											
N											
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	IT		Medium Term Plan		Asset Management						

#### 4.3 Legal

None

#### 4.4 Other Implications

Equalities / diversity: apart from a reference to affordable housing, there is no explicit requirement in the consultation paper for Eco-towns to be designed to attract a diverse range of people, in terms of age, gender, ethnicity, disability etc. The promoters of the Marston Vale scheme described their proposal to the LSP Planning Task Group as “the kind of place that anyone would want to live”. The extent to which Eco-towns cater for a full range of housing and community needs should be part of the detailed assessment process.

Sustainability: this principle lies at the heart of the Eco-town concept but needs to be translated from theory into practice. Concerns regarding sustainability underpin many of the detailed comments in the Council’s proposed response attached as **Annex A**.

E-government: while there is a reference in the Eco-towns prospectus to “live-work units ... supported by wi-fi and other IT networks”, there is no explicit reference in the consultation paper to the standard of IT provision that should be planned into Eco-towns. Ensuring that all homes, businesses and public buildings are built to the highest specification - and allow for future upgrading and improvements to technology - could provide significant support for home working, access to education, and access to public services, thereby reducing the need to travel.

<table border="1"><tr><td>Y</td></tr><tr><td>Y</td></tr></table>	Y	Y	Equalities / Diversity	<table border="1"><tr><td>Y</td></tr><tr><td>N</td></tr></table>	Y	N	Sustainability	<table border="1"><tr><td>N</td></tr><tr><td>N</td></tr></table>	N	N	Human Rights
Y											
Y											
Y											
N											
N											
N											
	E-Government		Stakeholders		Crime and Disorder						

Background Papers:

### **Government guidance**

- Eco-towns: living a greener future (CLG consultation paper, April 2008)  
[www.communities.gov.uk/publications/housing/ecotownsgreenerfuture](http://www.communities.gov.uk/publications/housing/ecotownsgreenerfuture)
- Eco-town prospectus (CLG, July 2007)  
[www.communities.gov.uk/documents/housing/pdf/ecotowns.pdf](http://www.communities.gov.uk/documents/housing/pdf/ecotowns.pdf)
- Building Sustainable Transport into new Developments: Options for Growth Points and Eco-towns (Dept for Transport, April 2008)  
[www.dft.gov.uk/pgr/sustainable/sustainabletransnew.pdf](http://www.dft.gov.uk/pgr/sustainable/sustainabletransnew.pdf)
- Details of the "Eco-town Challenge Panel"  
[www.communities.gov.uk/news/corporate/810823](http://www.communities.gov.uk/news/corporate/810823)

### **Eco-town proposal documents**

- Marston Vale: delivering sustainability (David Lock Associates for O&H Properties, October 2007) [www.marstonvale.co.uk](http://www.marstonvale.co.uk)
- New Marston Eco-town (Gallagher Estates, October 2007)  
[www.gallagherestates.co.uk/pdf/New\\_Marston\\_eco-town\\_proposal\\_brochure.pdf](http://www.gallagherestates.co.uk/pdf/New_Marston_eco-town_proposal_brochure.pdf)
- Weston Otmoor Eco-town (Parkridge)  
[www.parkridgeholdings.com/category.php?category=6&menuitem=5167](http://www.parkridgeholdings.com/category.php?category=6&menuitem=5167)

### **Links to other responses to the consultation paper**

- Milton Keynes Partnership Committee (2 June 2008)  
<http://www.miltonkeynespartnership.info/DocLibrary/MeetingAgendas/MKPC020608A112.pdf>
- SEERA Executive Committee (13 June 2008)  
[http://www.southeast-ra.gov.uk/documents/events/18/agenda\\_item\\_7-eco-towns.pdf](http://www.southeast-ra.gov.uk/documents/events/18/agenda_item_7-eco-towns.pdf)
- Mid Bedfordshire District Council Executive (18 June 2008)  
[http://committees.midbeds.gov.uk/Published/C00000282/M00002726/\\$ADocPackPublic.pdf](http://committees.midbeds.gov.uk/Published/C00000282/M00002726/$ADocPackPublic.pdf)

NB This is a link to the complete agenda (304 pages) for the meeting which may take some time to download. The Eco-towns report (Item P2) is at page 219

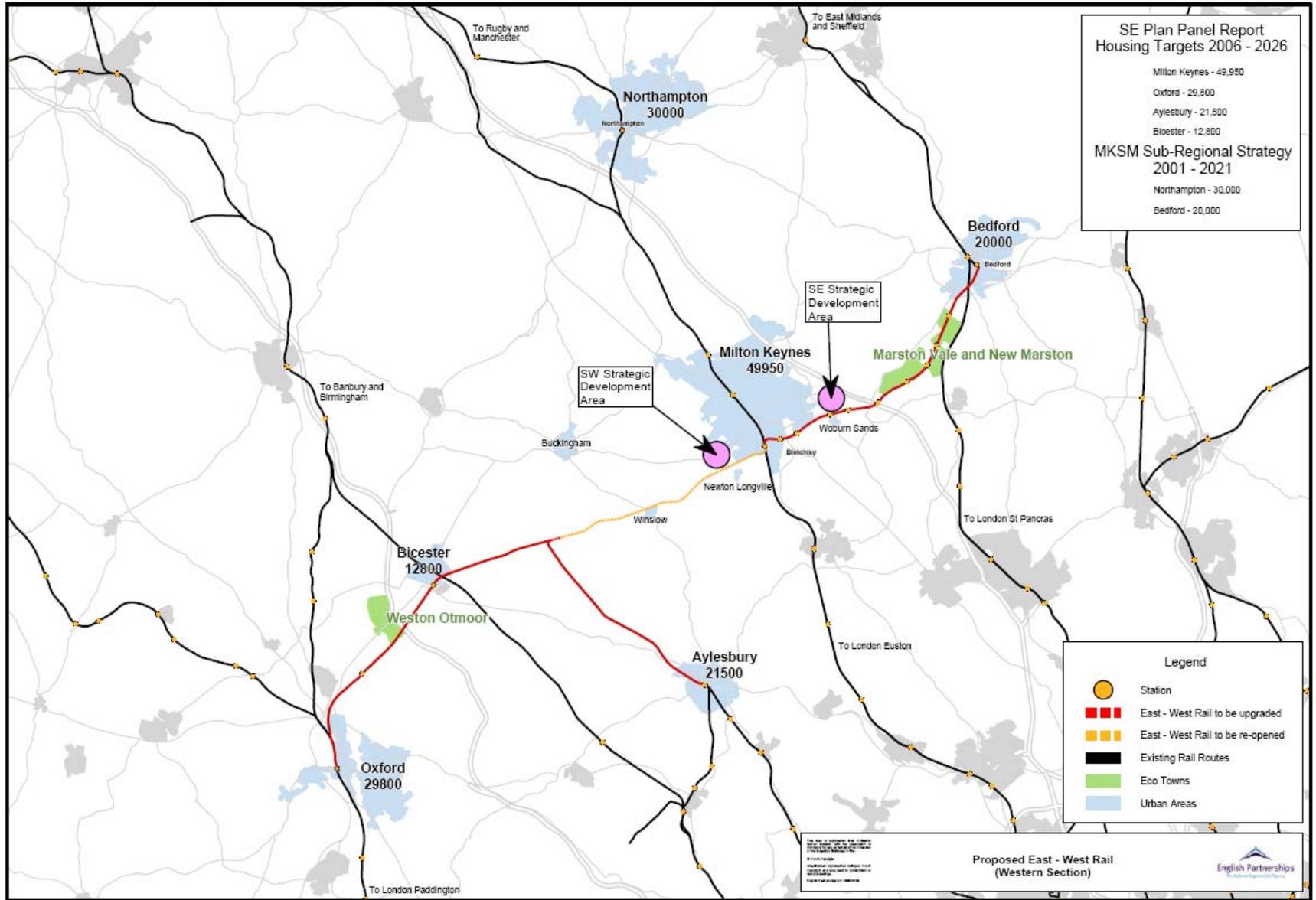
Annexes:

- A MKC proposed response to the Eco-towns consultation paper

B Brief details of the Marston Vale, New Marston and Weston Otmoor proposals







**PROPOSED RESPONSE TO THE ECO-TOWNS CONSULTATION PAPER****A The Eco-town process**

1. The process for identifying the locations of Eco-towns contrasts strongly with the normal planning process for identifying the scale and location of growth, which is through the development plan process: the Regional Spatial Strategy and Local Development Frameworks, plus in the case of Milton Keynes, the Sub-Regional Strategy.
2. The development plan process provides an opportunity to examine and test the strategic implications of identifying an area for significant growth. The process and timescale for assessing potential Eco-towns as set out in the consultation paper - no more than 2 years between the announcement of the current shortlist and a start of site - do not allow for proper consideration of the planning and delivery issues of such a major development, nor allow sufficient democratic involvement.
3. It also seems particularly unrealistic for CLG to publish a draft Planning Policy Statement on Eco-towns in July / August, when the closing date for comments on the consultation paper is 30 June; and then to publish a final version of the PPS before the end of 2008 when consultation on the draft PPS will probably only have finished in October at the earliest.

**B Transport Assumptions**

4. The aspiration in the consultation paper that 50% of households in an Eco-town should not rely on the use of a car is supported. The paper lists a number of measures that might help to achieve this, such as co-location of facilities; streets designed primarily to meet the needs of pedestrians, cyclists and public transport; facilities to encourage home working; frequent, reliable and easily accessible public transport; endowments through revenue funding to maintain high quality public transport infrastructure and information for the public; and incentives such as free public transport.
5. With the exception of free public transport, these measures are already part of the Council's approach to the development of the City Expansion Areas, where achieving a modal share of 20% non-car modes is challenging. This suggests that to achieve 50% modal share, there will need to be restrictions on car use / ownership as well as incentives to use other modes. This is hinted at in the reference to developments for car-free households in Freiburg, Germany.
6. The Council is also concerned that if a local stopper rail service is not feasible in the Marston Vale, (see Section C re East West Rail), a pattern of pockets of development around stations will generate more rather than fewer car based journeys, contrary to the sustainable transport objectives for Eco-towns. The opportunity should be taken in the Marston Vale to test more innovative public transport systems – e.g. some form of light rail rapid transit, in addition to East West Rail.

## **C Transport Links to Major Centres**

7. The proposed scale of the Eco-towns (5,000 – 20,000 homes) means that they will not be self-contained in every respect. Residents in a Marston Vale Eco-town will look to urban areas such as Milton Keynes for higher order facilities such as hospitals, higher education and leisure / recreational / cultural facilities. This will generate journeys to and from the Eco-town.
  8. In addition, while the objective may be for Eco-towns to be self-contained or in balance in terms of jobs and workforce, the reality is likely to be that some people will choose to commute into or out of an Eco-town to work. Experience in Milton Keynes shows that although people have every opportunity to live and work in close proximity, due to a dispersed pattern of employment sites within the city, they do not necessarily choose to do so.
  9. MKC is also concerned that if an Eco-town in the Marston Vale does come forward for development by 2010, it could use up limited capacity in existing roads and junctions that would previously have allowed already committed growth in Milton Keynes to go ahead - e.g. M1 Junction 13 and the A421. If this were to happen, the development in Eco-towns would be at the expense of rather than in addition to planned development in a Growth Area.
10. Transport Assessments must therefore
- make realistic assumptions about the number of trips into and out of an Eco-town;
  - examine carefully whether the proposed public transport measures (express bus links; increased rail services etc) can deal with this level of trips
  - examine whether the proposed public transport measures are viable in the longer term, without requiring public subsidy
  - identify any road improvements required to deal with trips to and from the Eco-town

## **D East West Rail**

11. The consortium of local authorities supporting East West Rail, including MKC, has always seen the scheme as improving inter-regional connectivity - a link between urban areas such as Bedford, Milton Keynes and Oxford that would facilitate connections between major towns and inter-city rail routes without the need to go in and out of London. The strategic significance of EWR was endorsed by the South East Plan Panel (Panel report para 23.146 and Recommendation 23.1)
12. In contrast, the Eco-town proposals in Marston Vale and at Weston Otmoor appear to rely on increased rail services in the form of local stopper services within the Eco-towns.
13. It is not clear what assumptions are being made about the frequency of these local services and whether or not there is capacity to accommodate both frequent local services and a fast inter-urban express service on the same line.

14. MKC support the principle that all development along the EWR route should make a financial contribution to the necessary rail infrastructure (lines, new and improved stations etc) and recognise that Eco-towns may generate more use of the line. However, the business model for the Oxford – MK section of EWR does not rely on Eco-town development in order to be viable.
15. MKC would be extremely concerned if the Eco-town proposals served to frustrate rather than further improved east-west inter-city rail links to Milton Keynes. The impact of the Eco-town proposals on EWR must be a key part of the transport assessment of the proposals for Marston Vale / New Marston and for Weston Otmoor.

## **E Delivery**

16. The consultation paper states that construction on Eco-towns should start in 2010
17. MKC is concerned about the impact an Eco-town in the Marston Vale may have on the planned timetable for the growth of Milton Keynes. It is not clear who will be attracted to live in the Eco-town and therefore whether the scheme will be competing with rather than adding to planned housing development in the city.
18. The assessment work should therefore include a market assessment, to identify who might wish to move to the Eco-town and what impact this might have on the market for new housing in the city. This assessment should also consider the capacity of the local construction industry and what the Eco-town developers could do to increase that capacity and skill level.
19. The same point as raised under Transport (see para 5) could apply to other infrastructure – for example, water supply. 4 of the 15 locations identified in the consultation paper are within the Anglian Water region and will not be reflected in their current 5 year business plan. The Eco-towns could therefore take up water supply previously assumed to be available to serve planned growth elsewhere in the region.
20. Based on our experience of planning large urban extensions, the proposed timescale for delivering an Eco-town – from shortlist (2008) to start on start (2010) – is unrealistic. For example, it fails to take into account the time and work required to identify, agree funding, programme and build the strategic infrastructure required to support a development of at least 5,000 homes.

## **F Infrastructure outside the Eco-towns**

21. As noted in B above, the proposed scale of the Eco-towns (5,000 – 20,000 homes) means that they will not be self-contained in every respect. An Eco-town in the Marston Vale will therefore put additional pressure on existing health, higher education and leisure / recreational / cultural facilities in nearby urban areas such as Milton Keynes, all of which need to be improved and expanded to cope with the level of growth already planned for the area.
22. MKC is concerned that given the need for substantial investment in infrastructure within the Eco-towns, there will not be enough consideration given to how developers and government should contribute to necessary improvements in infrastructure in the surrounding area required as a result of the Eco-town development. This could be through regional / sub-regional

infrastructure funds and S106 / tariff / Community Infrastructure Levy arrangements.

23. The Council is concerned that there will be no extra government money to support Eco-towns and that the Eco-towns will therefore divert money away from growth areas already committed through the development plan process – e.g. the amount of money in the Growth Area Fund (GAF) and Community Infrastructure Fund (CIF) will not be increased to reflect the additional infrastructure requirements of an Eco-town.
24. The draft PPS should address this issue.

## **G Standards for Sustainable Homes**

25. MKC supports the aspiration in the consultation paper for all homes to meet Level 6 of the Code for Sustainable Homes, with Level 3 as a minimum. We note the view of the Housing Minister on a recent visit to Milton Keynes that MK can act as a blueprint for the Eco-towns in terms of environmental sustainability. We consider that the Eco-towns can also raise the standard for new homes in urban extensions. In the particular circumstances of MK, it would not make sense for 15,000 new homes in “Strategic Development Areas” on the edge of the city to be built at the same time to lower standards than 15,000 new homes in an Eco-town less than a mile away.
26. The government has stated that all new homes should be “zero carbon” by 2016, so if construction does start in Eco-towns in 2010, they will be provide an opportunity to pilot large scale zero carbon housing. They will also provide important lessons on the delivery and management of low/zero carbon energy sources, from which Milton Keynes can learn, including highlighting any implications for the pace and cost of delivery. Given the amount of development already planned for the city, Milton Keynes is also well-placed to support and benefit from growth in the construction and “green technology” sectors.
27. MKC seeks confirmation that the government will support the same standard for new homes in the Strategic Development Areas adjoining Milton Keynes as in the Eco-towns (Level 6 of the Code for Sustainable Homes) given that the SDAs will largely be coming forward for development post 2016. MKC also seeks confirmation that lessons learnt will be disseminated to interested parties for them to use to support the planning and development of large scale urban areas. This would be consistent with the ‘demonstrator role’ that Eco-towns are intended to perform.
28. In the longer term, it is not clear how Eco-towns will remain at the cutting edge in terms of standards. A development of 5,000 homes could take at least 10 years to build, so that standards agreed as innovative now, at the stage of an outline planning permission, may no longer be so when most of the housing is actually built. A mechanism needs to be built into the process to ensure that Eco-towns continue to set higher than normal standards for sustainable construction throughout their development. This is essential if Eco-towns are to perform a demonstrator role in the long term.

## **H Local Engagement**

29. MKC considers it is essential to involve local authorities in the surrounding area in any proposals that make the final list, not just the host authorities. With regard

to the Marston Vale proposals, there are existing informal cross-boundary arrangements in place at officer and member level, as a result of the proposals for the long term growth of the city. With the agreement of all parties, these arrangements could be used / extended to cover the Eco-town.

30. Another way of explaining and seeking views on the proposal would be for CLG to hold a conference in the area. This should be arranged as a matter of urgency given the government's proposed timescale for bringing forward Eco-towns.

## **I Housing**

31. The consultation paper refers to innovative approaches to housing, including making sites available to community groups and adopting some of the approaches used in towns such as Freiburg in Germany, where groups of people come together to commission their own housing; and development companies build car-free apartments for rent for households who agree to remain car-free, saving on the costs of parking provision. Such approaches should be piloted in the Eco-towns
32. The consultation paper states that 30-50% of the housing in Eco-towns should be affordable. As with the standard for sustainable housing, there is a case for consistency between the Eco-town and the Strategic Development Areas in Milton Keynes, given their close proximity.
33. Apart from a reference to affordable housing, there is no explicit requirement in the consultation paper for Eco-towns to be designed to attract a diverse range of people, in terms of age, gender, ethnicity, disability etc. The promoters of the Marston Vale scheme described their proposal to the Planning Task Group of the MK Local Strategic Partnership as "the kind of place that anyone would want to live". The extent to which Eco-towns cater for a full range of housing and community needs should be part of the detailed assessment process.

## **J Information Technology**

34. There is no explicit reference in the consultation paper to the standard of IT provision that should be planned into Eco-towns. Ensuring that all homes, businesses and public buildings are built to the highest specification - and allow for future upgrading and improvements to technology - could provide significant support for home working, access to education, and access to public services, thereby reducing the need to travel.
35. The Council's experience of planning major urban extensions (4,000 – 6,000 homes) suggests that without a clear standard and requirement, the level and quality of IT provision is in the hands of individual developers and IT providers to decide.
36. Eco-towns provide an opportunity to pioneer innovative approaches to IT provision, as in the proposed Millennium Community at Oakgrove, Milton Keynes.

## **K Green Infrastructure**

37. MKC support the references in the consultation paper to high quality and multi-functional greenspace, linked to the open countryside. The city's linear parks

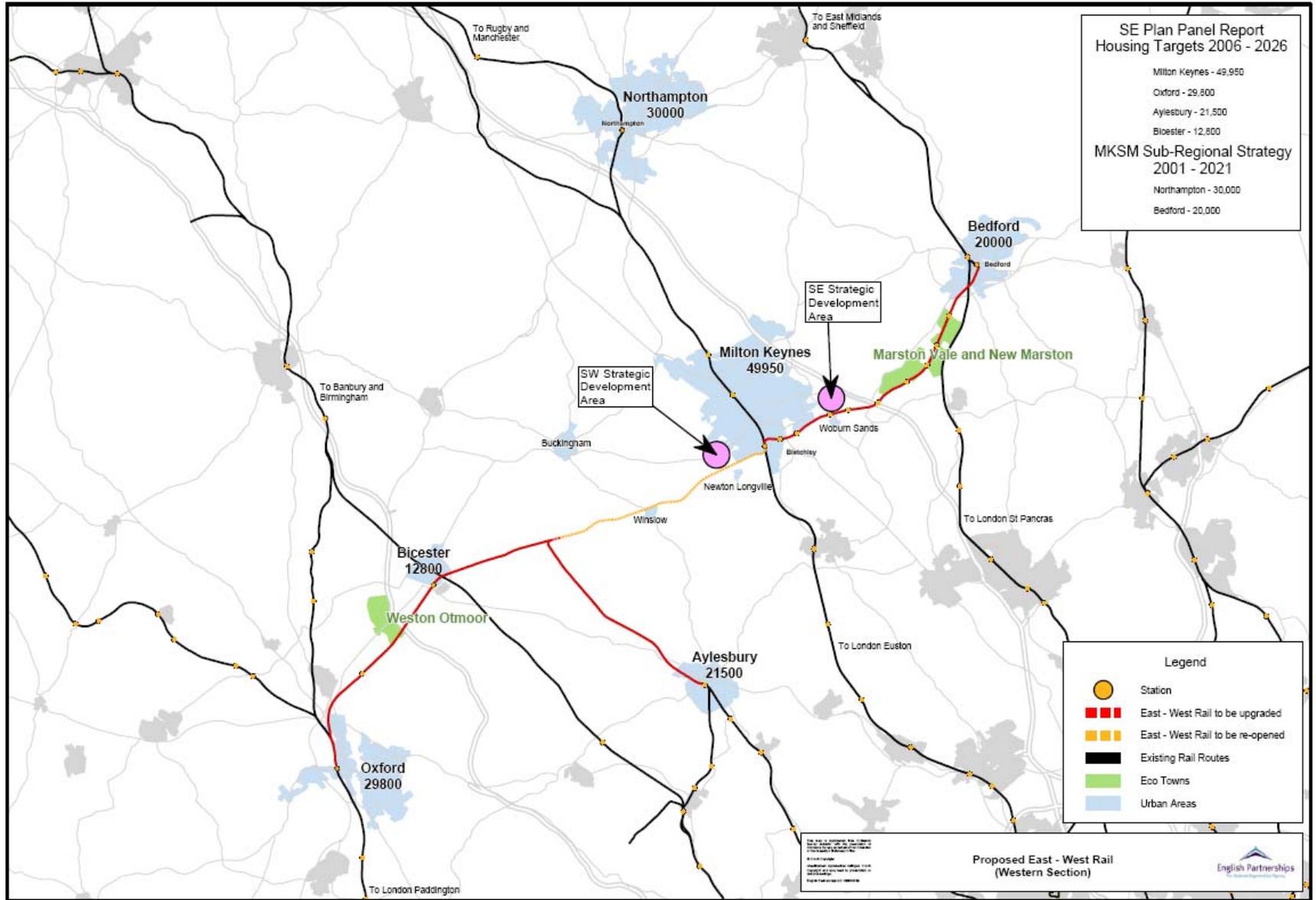
provide a possible model for the Eco-towns, in terms of developer endowment for long term maintenance and community management, as well as in terms of their form and content.

38. It is essential that the development of an Eco-town – including green infrastructure - should be properly co-ordinated with existing planned development and not considered in isolation.
39. An Eco-town development in the Marston Vale should be required to deliver that part of the proposed Bedford – Milton Keynes Waterway that runs through the Vale.

## **L Integration**

40. There are 2 overlapping proposals for Eco-towns in the Marston Vale. This is confusing and unhelpful in assessing and understanding the implications of the proposals for the surrounding area.
41. CLG should **either** require the promoters of the two schemes to produce a single integrated proposal, **or** select whichever emerges as the more sustainable scheme which best meets the Eco-town criteria.
42. The assessment process should also take into account the cumulative impact of all other developments committed or proposed within the surrounding area. In the case of Marston Vale, this includes the NIRAH and Centre Parcs proposals, the energy from waste plant, The Wixams new settlement and the SE expansion of Milton Keynes City.
43. The consultation paper states that the proposal should be “Bedford centric rather than Milton Keynes focused”.
44. MKC would question the extent to which this is realistic, particularly for development at the southern end of the Marston Vale, given the location of the proposals (less than 1 mile from the proposed SE extension of Milton Keynes City at the nearest point and within 10 miles of the city centre), and the difference in scale and facilities between the two urban areas. For example, MK is in the top 25 retail centres in the country and has about twice as much retail floorspace as Bedford, which is ranked around 100<sup>th</sup> (source: Experian Retail Rankings)
45. Given the wide range of concerns and implications raised by the Eco-town proposals identified in the Council’s response, and in the responses of other bodies such as SEERA, Milton Keynes Partnership and Mid Bedfordshire District Council, this assessment should be done through a review of the Milton Keynes and South Midlands Sub Regional Strategy. This would allow proper consideration, through the statutory development plan process, of the impact of a proposed Eco-town on
  - a. The capacity of existing infrastructure;
  - b. The funding available to improve local and sub-regional infrastructure;
  - c. The East West Rail project, a transport scheme of inter-regional significance; and
  - d. The delivery of growth already planned in the sub-region.





**BRIEF DETAILS OF ECO-TOWN PROPOSALS AT MARSTON VALE, NEW AMRASTON AND WESTON OTMOOR****Marston Vale**

Location: Between Brogborough and Kempston

Size: About 15,000 new homes \*

Employment land for 15,000 new jobs (1 per new home)

Promoter: O&H Properties

Other points: There are other major developments underway or proposed in or adjoining the Marston Vale. These include:

- The National Institute for Research into Aquatic Habitats (NIRAH) proposal at Stewartby. Includes business park, hotels, and water-based amusement park
- Centre Parcs near Millbrook
- Energy from waste plant at Rookery Pit, near Stewartby
- The Wixams new settlement, on the site of the former Elstow Storage Depot

Website: [www.marstonvale.co.uk/](http://www.marstonvale.co.uk/)

**New Marston**

Location: Northern part of the Marston Vale, south of Bedford

Size: About 7,000 new homes \*

Promoter: Gallagher Estates

Other points: See comments re Marston Vale above

Website: [www.gallagherestates.co.uk/pdf/New\\_Marston\\_eco-town\\_proposal\\_brochure.pdf](http://www.gallagherestates.co.uk/pdf/New_Marston_eco-town_proposal_brochure.pdf)

\* The proposals overlap: net total housing = about 19,000 new homes

**Weston Otmoor**

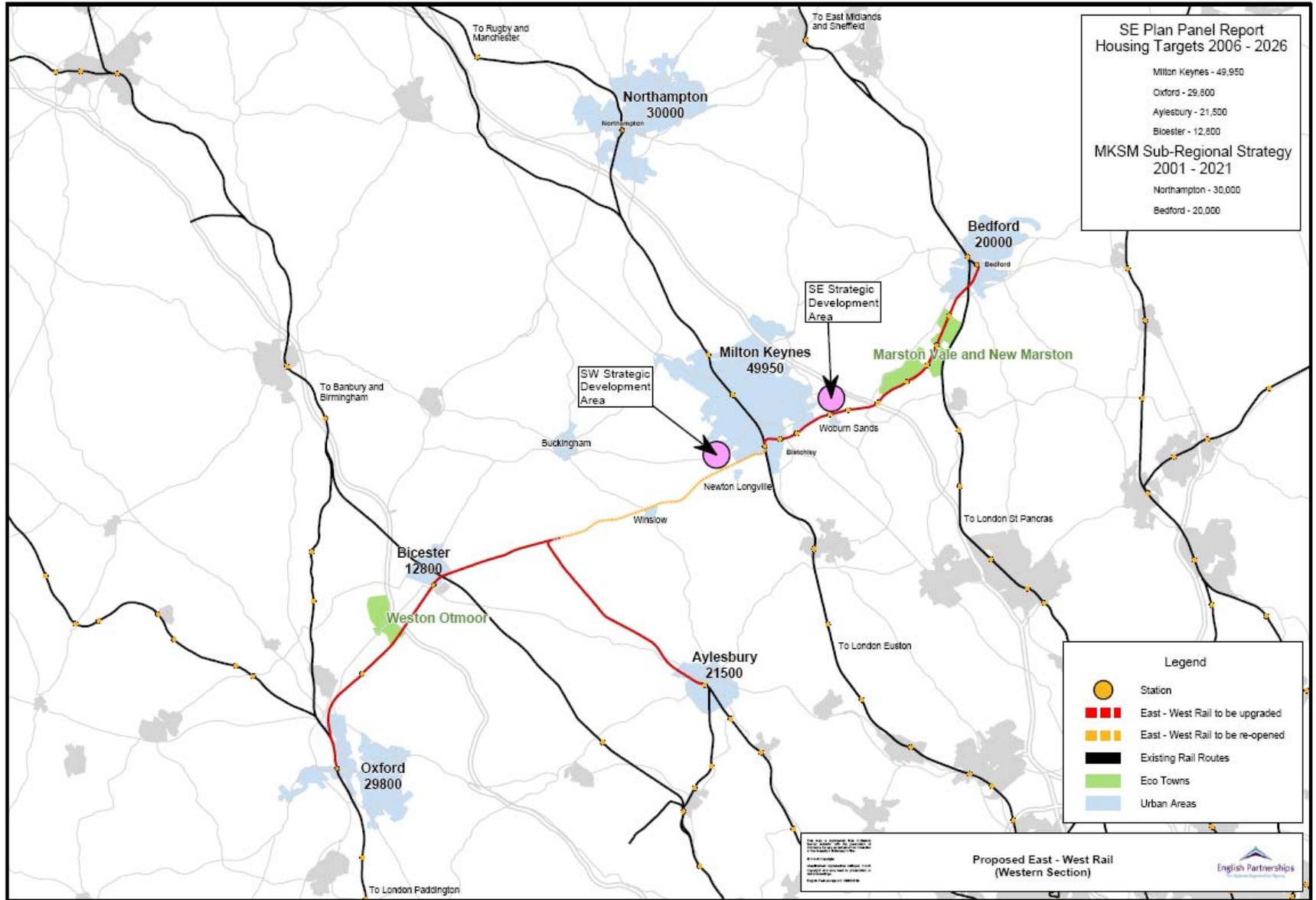
Location: Either side of the A34, east of Weston on the Green; next to M40 Junction 9, about 2 miles west of Bicester. Also adjoins EWR route (Oxford – Bletchley)

Size: 10 – 15,000 new homes; 12,000 new jobs

Promoter: Parkridge Holdings

Other points: Investment in rail (EWR and new station), park & ride, and for residents a free tram system within the Eco-town and free travel to Oxford

Website: [www.parkridgeholdings.com/category.php?category=6&menuitem=5167](http://www.parkridgeholdings.com/category.php?category=6&menuitem=5167)



**SE Plan Panel Report  
Housing Targets 2006 - 2026**

Milton Keynes - 49,950  
 Oxford - 29,800  
 Aylesbury - 21,500  
 Bicester - 12,800

**MKSM Sub-Regional Strategy  
2001 - 2021**

Northampton - 30,000  
 Bedford - 20,000

**Legend**

- Station
- East - West Rail to be upgraded
- East - West Rail to be re-opened
- Existing Rail Routes
- Eco Towns
- Urban Areas

The map is prepared for the  
 purposes of the Strategic Rail  
 Study and is not to be used for  
 any other purpose.  
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**Proposed East - West Rail  
(Western Section)**

